



The Canal Zone Philatelist



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Second Quarter, 1994

Whole No. 111

President's Report

Richard D. Bates, Jr.

P.O. Box 40583, Palisades Station
Washington, DC 20016

Bidders! These are the other half of the key to a successful Mail Sale. In the last issue I emphasized the important role that vendors play in making a Mail Sale a success. But in addition to members offering interesting material in good shape in the sale, the other essential part of a successful sale are those who place bids for items they would like to add to their collections.

Ever since I first ran a CZSG Mail Sale back in the fall of 1982, I have been surprised that only about one quarter of the Canal Zone Study Group membership places bids in the sale each year. At various local, regional, and national meetings of the CZSG that I have attended and in this publication, I have wondered aloud about this fact that has always puzzled me. Some of the factors that seem to contribute to this result are: 1) many people are members because they are interested in the fine publications the CZSG provides to its members, both the *Philatelist* and the handbooks; 2) many collectors indicated that they have passed the time when they were actively adding to their collections but stay to remain informed, and/or 3) many members wish to support the organization even though this may not be their major collecting

(Continued on page 14)

Mail Sale No. 23

Reminder: Consignments for the 23rd Mail Sale should be sent to arrive before July 1, 1994. Certificates are required on all Scott Nos. 1, 2, 3, and 15. Please ship material insured or registered and include an inventory. The sale will be held in late September or early October. Send material to Richard D. Bates, Jr., P.O. Box 40583, Palisades Station, Washington DC 20016.

First Airmail Flight: Canal Zone to Central America

by Robert J. "Bob" Karrer, Jr.

Flown covers from many of the early Canal Zone airmail flights sponsored by the U.S. Post Office are fairly common and inexpensive although they may be quite colorful and contain early stamps. There were several forerunner flights which are highly collectible in their own right. Among these are the 1918 Liberty Loan Flight (CZP 49:25-27) which was the first nonstop transcontinental airmail flight anywhere in the world. Undoubtedly, the favorable publicity generated by this flight made an impression on both the military authorities and the fertile mind of Cristobal Postmaster Gerald D. Bliss. The near success of the 1920 Army flight from the Canal Zone to Jamaica that almost reached its goal and successfully returned to base reinforced the desire for airmail service.

In the late 20th century we take convenient air travel and speedy airmail pretty much for granted, and for the past several decades all intercity mail beyond about 300 miles automatically flies with overnight transcontinental service the norm. But try to imagine yourself living on the Zone in 1925. The Canal had been open barely a decade, and many residents remembered the early "bird men" (as pilots were called in aviation's early days) and their visits to the Isthmus. The few locally stationed Army bombers and pursuit planes (fighters) from France Field were still enough of a novelty that kids ran outdoors to watch every time there was a flyover or practice acrobatics.

The first successful local flight was carried out by Clarence de Giers in 1912, from a polo field near Panama City. Only a year later in 1913 the first nonstop transcontinental flight took place in Panama and over the Canal Zone when Robert G. Fowler piloted his tiny seaplane from the beach at Panama City to the waters of the Caribbean off Cristobal. Fowler was accompanied by a motion

picture photographer. These moving pictures exposed the vulnerability of the Canal and shook up the War Department. Henceforth, all commercial air flights (including balloon) were banned by Presidential Order. After World War I the progress of air transportation of the mail became inevitable.

As a key communications center of huge strategic value at the time, one of the places which seemed to attract more than its share of attention was the Canal Zone. There was a small military aero contingent on the Atlantic side at the Coco Solo-France Field complex. Coco Solo housed the Fleet Air Base, France Field the Army Air Corps.

The possible effects of air power were just beginning to be understood, and much thought was being given to the need to defend the Panama Canal against possible enemies that might approach not only by sea but also by air. The military already perceived the growing importance of air power and sought ways to demonstrate this fact to the public as a means to ensure that funds would continue to be appropriated by a reluctant and often isolationist Congress. One way

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Meeting Notice

The Canal Zone study Group will hold a meeting at STaMpsHOW 94, the Annual Meeting of the American Philatelic Society, in Pittsburgh PA, August 18-21, 1994. The Canal Zone Study Group is APS Affiliate No. 42. Check the program for time and place. Anyone interested in helping at the Affiliate Table please contact Secretary John C. Smith. He needs your help. All are welcome at the meeting.

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A.P.S. Affiliate No. 42

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Two columns, five inches	35.00

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Back issues of the journal, handbooks, and other publications can be ordered from Richard F. Murphy, 501 Rosebud Lane, Greer, SC 29650.

Articles and information for publication should be sent to David J. Leeds, P.O. Box 491472, Los Angeles, CA 90049. Manuscripts should be typed double space or printed copy. Glossy photographs are desirable for figures of stamps or covers; however, enlarged high quality photocopies are sometimes acceptable. Illustrations must show clearly against black backgrounds. If you need help, write or phone the Editor: (310) 472-0282. The author must advise the Editor if the article has been published or is being considered for publication elsewhere.

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Canal Zone Study Group

First Airmail Flight (Continued from page 9)

to do this would be to stage (hoped-to-be) spectacular flights using available military aircraft. Also, longer distance flights were seen as a way to enhance pilot proficiency, test new equipment, and give ammunition to those calling for ever more capable aircraft. Since the Panama Canal was very much in the minds of the American public, it was obviously felt that flights focused on this precious national resource would serve these ends well.

AIRPLANES TO CARRY MAIL TO COSTA RICA FRIDAY

Airplanes will Hop Off Early Friday Morning thus all Mail Must be in Cristobal Post Office tonight

The first dispatch of mail by airplane from the Isthmus of Panama to another Central American country will be made from the Cristobal post office Friday morning when a pouch of mail will be sent to San Jose, Costa Rica. A dispatch was received by airplane from Costa Rica several months ago when army planes from France Field went to San Jose and carried the mail from the capital to Port Limon during the time that floods had cut off communication between the capital and the Atlantic port.

All mail that is to go forward by this dispatch, will have to be in the Cristobal post office tonight as the planes will hop off early Friday morning. Postmaster Bliss has arranged to take care of all mail received and a special messenger will be on the train leaving Panama this evening. Letters for this dispatch should be handed to this messenger at the train as the post offices on the Pacific side will be closed all day today.

A special postmarking stamp has been made and will show that the mail went forward by the first airplane mail dispatch ever made to Costa Rica. This will be an opportunity for stamp friends to get some special covers. It is also interesting to note that the planes under the command of Major Bradley will cover the first leg of the proposed airplane mail route between Panama and New Orleans concerning which Engineer Joseph Magee and Inspector Vincent Burke of the Air Mail Service of the United States recently visited the Isthmus.

Fig. 1. Clipping, *Star & Herald*, January 1, 1925.

The name of the individual who developed the idea of a demonstration airmail flight to Costa Rica is not known, but the author would venture to say that there was some cross-fertilization between the local military and publicity-seeking Cristobal Postmaster Gerald D. Bliss. Bliss had been active in philatelic circles since the early days of the Construction Era (1904-1914), principally as a supplier of new issues and their varieties to a number of prominent American dealers. The idea of a demonstration flight was a natural melding of military and civilian interest.

As a forerunner to the first Costa Rica airmail flight, there had been U.S. air activity in Costa Rica in January 1924. At that time, when floods disrupted rail service between the capital at San Jose and the Caribbean port of Limon, the Costa Rican government requested military air assistance from the U.S. to carry mail between Limon and San Jose. Covers are known of this Costa Rica internal service with a double circle cancel "Correo Aereo / San Jose - Limon, Jan 5, 1924". (See AAMS Catalog, Costa Rica #2.) It is possible that some mail/covers were also hand carried on the flight to Costa Rica or on the return; however, such covers have not been reported.

Costa Rica's welcome of this official 1925 mail-carrying flight was a "thank you" for help given the previous year and coincided with the Central American Olympic Games being held in San Jose. Costa Rica issued special semi-postal stamps for the games, Scott B1-B3. The best source of information today is from the pages of the Panama City Newspaper, the *Star & Herald*. They are not only full of good information but also capture the feel of the times and merit quoting in full. The first mention of the pending flight is seen on the front page of Thursday, January 1, 1925. (See Fig. 1.)

Three Martin bombers left France Field with mail properly cacheted and delivered by Postmaster Bliss to the Command Pilot, Major Follet Bradley. See Figs. 2 and 3. A total of 937 pieces of mail was carried (Fig. 4). This particular cover is overfranked since a 5¢ rate was established for the flight. The dispatch included 50 pieces of ordinary mail from the Cristobal Exchange Office. Examples of Exchange Mail are shown: Fig. 5 is from San Juan, PR; Fig. 6 is Consignee Mail from an incoming ship. Fig. 7 is a returned to sender cover, Fig. 8 postal stationery.

No other mention of this outbound flight was found in the papers, but a second report is in the Tuesday, January 6, 1925 edition which announced that one of the \$60,000 Martin bombers had crashed in Costa Rica before the expected January 4 return to the Canal Zone (see Fig. 8). There were no personnel casualties, but plane and baggage were a total

(Continued on page 12)

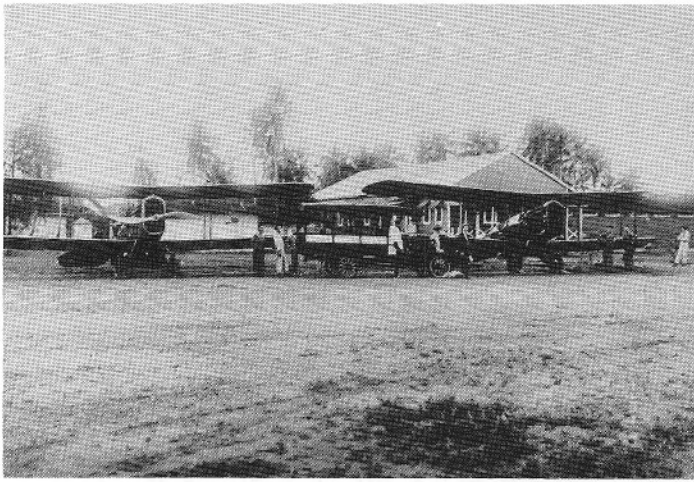


Fig. 2. Preflight at France Field.

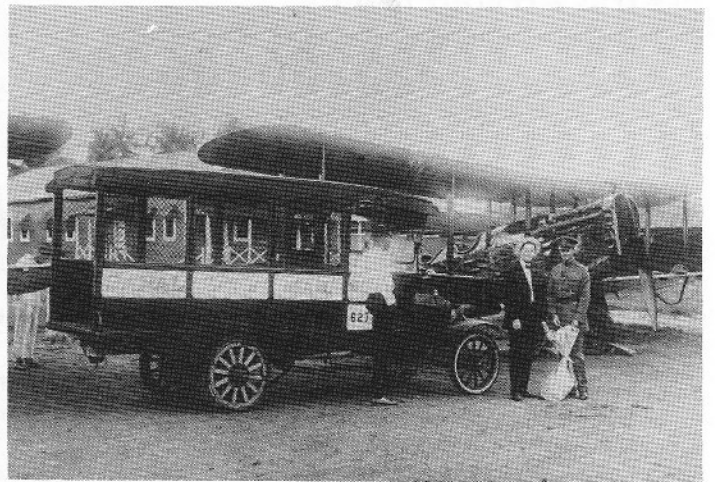


Fig. 3. PM Bliss and Maj. Bradley.

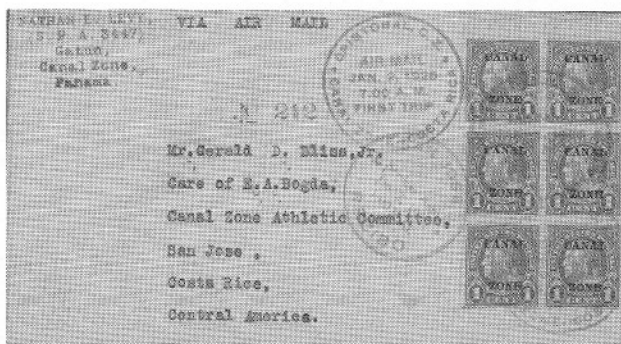


Fig. 4. Overfranked Cover.



Fig. 5. Puerto Rico Exchange Mail.



Fig. 6. Consignee Exchange Mail.

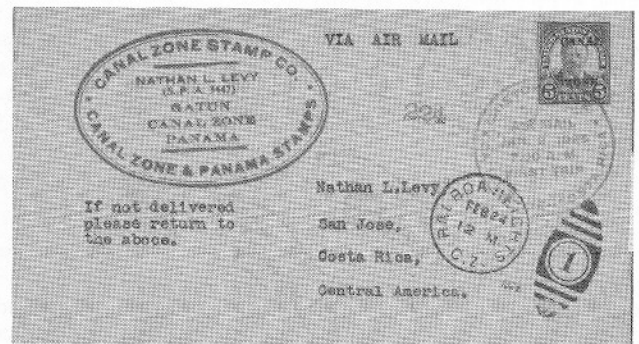


Fig. 7. Returned to Sender.



Fig. 8. Postal Stationery.

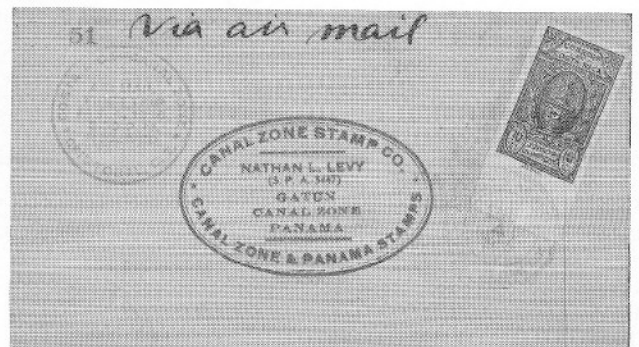


Fig. 10. Return Flight Cover: San Jose-Cristobal.

First Airmail Flight (Continued from page 11)

loss. Fortunately for collectors, mail (the San Jose - Cristobal Dispatch) was in one of the two remaining aircraft.

The paper went on to note that it was hoped that the accident would not cast a pall over the big fiesta in San Jose connected with the Central American Olympic Games since the planes and their crews had been invited to Costa Rica as guests of the government. The downed airmen returned to the Canal Zone on the *USS Fulton*, together with the athletes who had participated in the Games, where the basketball team had triumphed with Bliss's son Gerald, Jr. as one of its members.

Because the flight had been arranged on such short notice, it was anticipated that San Jose would not have an appropriate receiving mark, so one was prepared in Cristobal and accompanied the mail.

On the January 4 return flight San Jose supplied an appropriate cachet for the 522 pieces of mail which also received the Cristobal "Received" cachet. A few pieces were franked with the special Olympic Games semi-postal stamps (Fig. 10).

Covers are readily available today from both legs of the historic flight. The success of these Army flights must have been noted by Charles A. Lindbergh, for he flew the same route from San Jose to the Isthmus on his Latin America Goodwill Tour in May 1928, and later when he flew the first FAM flight between the U.S. and the Canal Zone in February 1929.

The services of the Army Air Corps were utilized many times over the next several years until routine Pan American Airways flights took over. There was an especially complicated series of 14 flights in 1928, when rail communications were again interrupted by floods. The Army Air Corps carried most of Costa Rica's internal mails but also dispatched outgoing mail to the Zone. Details of these flights are still being worked out.

So while we cannot gauge the specific effects of these early flights with certainty, they were in many ways like the early spacecraft missions that have led to the marvels of the late 20th Century... a small step for man but in many ways (to paraphrase a lunar astronaut) a large step for mankind.

[Clippings and Army Air Corps photos supplied by the Editor. Comments on early flights and in particular this historic event are solicited by the author, Box 6094, Alexandria, VA 22306, and by the Editor.]

\$60,000 BOMBING PLANE LOST IN COSTA RICA

Machine Believed to have Struck
Airpocket at Altitude of 100
Feet and Crashing to Ground
Burst out in Flames—Crew
Escapes

Four Canal Zone aviators on a visit to Costa Rica, fell 100 feet when their Martin bomber crashed to earth just outside of San Jose, Sunday afternoon, the big machine bursting into flames when it struck the ground and being entirely consumed, the aviators losing all their personal baggage and equipment.

How they escaped death is one of the miracles of aviation in the new year and it was stated yesterday at Quarry Heights that none of them suffered from more than a few bruises. The \$60,000 machine was a total loss.

The men who were the principals in this spectacular and thrilling flop to the earth, were Lieut. Levi Berry, who acted as pilot; Capt. O'Hare and two mechanics and they were of the party of eight or ten aviators who left France Field and Balboa a week or ten days ago for San Jose, Costa Rica, at the invitation of the neighboring government as guests at the recent Fiesta in San Jose.

The three machines were due to start back to Balboa Sunday afternoon and about 3 o'clock Berry, O'Hare and the two mechanics got into the big Martin bomber and hopped off, the other machines to

follow. After the bomber had gone about a mile and was about 100 feet above the ground, it apparently struck an air pocket, for although the engine and the propeller were going as usual, the bomber seemed to settle right down to the ground.

It hit with a crash and threw

the four men out. The gasoline tank burst and the fluid ignited and in an instant, the machine was in flames, the fire spreading so quickly that none of the men could save their personal effects or any of the equipment.

Back at the jumping off place, the other aviators saw the fall of the bomber and hurried to the spot, expecting to find some of the men dead, but none were hurt. Having lost their machine, the four men were sent down to the west coast and came home on the steamer that brought back others from San Jose.

Fig. 9. Clipping, *Star & Herald*, January 6, 1925.

WESTPEX '94 Report

The Canal Zone Study Group held its 24th consecutive annual meeting at WESTPEX on April 30, 1994, in San Francisco, California. Our recently elected vice-president, Jim Crumpacker, was present and reported on a quantity error in the third series tabulation in *Canal Zone Stamps*. He will prepare an article on the subject for a future issue of the CZP. Sixteen members and guests were present and some lively presentations were made. Dick Salz passed around a color photocopy of a recently discovered used copy of a lower right corner stamp from a booklet pane of Scott No. 52 with double overprint. The finder will write up an article for the CZP in the near future.

After the presentations members reported on "goodies" they had "snagged" from the various dealers. Unfortunately, the dealers are learning too much about Canal Zone varieties and each year the "goodies" seem to rise in price and decline in number. A lot of questions were asked and hopefully answered.

The highlight of the meeting was Irwin Gibbs "walk-through" of his Canal Zone Postal Stationery exhibit which spanned 1907-1924, the overprints on Panama. (The exhibit won a Gold and the Marcus White award.) It was a treat to have such an in-depth explanation of the various facets of Canal Zone postal stationery. Thanks, Irwin.

Another meeting is scheduled for 1995. Hope to see you there!

R.H. Salz

Penalty Overprints of Canal Zone Envelopes and Postal Cards

by Dr. Cary Finder

In the 1971 *The Postal Stationery of the Possessions and Administrative Areas of the United States*, p. 14, there appears a footnote which was copied verbatim into the 1981 *The Postal Stationery of the Canal Zone*, p. 9, concerning the origin of penalty overprinted stationery, Postal Stationery Catalog numbers 21p, 28p, 29p, and S19p. The footnote states:

In 1962 a stock of obsolete value envelopes (21, 28 and 29) and post cards (S19) were overprinted by the Canal Zone Press for "Official Use" and were used for government correspondence.

This information was first brought into question by the Earliest Reported Date (ERD) of usage for 29p of July 18, 1957 and private correspondence with Hugh Cassibry indicating a 21p ERD of May 29, 1959.

Correspondence of the Canal Zone Postal Service clarifies the issue of when and why the overprinted stationery was created. In a memorandum from E.F. Unruh, Director of Posts for the Canal Zone, to the Comptroller dated January 19, 1959, Mr. Unruh presented a problem and the solution. In the letter he made five points which can be paraphrased as follows:

1. The Canal Zone Company Treasurer indicated that there were large quantities of obsolete stamped envelopes in vault storage which included 31,250 1¢ Size 8 envelopes (28), 66,000 2¢ Size 13 envelopes (29), and 69,000 6¢ Size 13 airmail envelopes (probably A10).
2. The 1¢ envelopes had been there since 1944, the 2¢ since 1931, and the airmail since 1957. All were obsolete and the space was needed for other items.
3. Instead of the normal burning or shredding of these obsolete items, he suggested overprinting the 1¢ and 2¢ envelopes with "PENALTY" and "OFFICIAL BUSINESS" by the Panama Canal Press. The envelopes would then be transferred to the storehouse for use "...as Official envelopes to be supplied at a price to recover the cost of overprinting."
4. Since "Official Free Air Mail" does not exist, the airmail envelopes could not be handled the same way. Postal employees would add 1¢ postage and sell them as 7¢ envelopes. He estimated that 6 months would be required to get rid of all 69,000 envelopes. Adding one cent postage to 1¢ and 2¢ envelopes would not be advisable. Demand for 3¢ and 4¢ is limited: most 3¢ and 4¢ envelopes are addressed via addressograph and stamps would interfere with this. In addition, several

years would be required to get rid of all 174,000 envelopes.

5. The small envelopes (29) were packed 500 to a carton, the large (21 and 28) were 250 to a carton. Simple arithmetic indicates there were 132 cartons of #13 envelopes and 434 cartons of #8 envelopes. Since the envelopes were in good condition, official envelopes could be obtained at minimum cost. Otherwise, considerable storage time would be required.

Mr. Unruh closed with a request for approval of his plan.

A memorandum from Mr. John Lyons dated in February indicated receipt by the Supply Division of all of the 1¢ and 2¢ envelopes from the Vault Clerk at the Treasury Branch, noting the number in boxes and the number loose. The numbers correspond to the totals quoted by Mr. Unruh.

A memorandum from Mr. H.E. May, Superintendent, Storehouse Branch, dated March 11, 1959 indicated that all 1¢ and 2¢ envelopes were received by the storehouse and sent on to the 'P.C. Press' for overprinting 'as directed.' Presumably the Comptroller had approved the transfer. A handwritten notation dated May 20, 1959 indicated receipt of 66,000 small envelopes (29p) and 108,500 large envelopes (21p and 28p), the complete total of obsolete envelopes.

These data support Hugh Cassibry's ERD. It raises significant questions about the 29p ERD. If it exists, the author would appreciate seeing a copy of it. The ERD of the 2¢ 28p (January 26, 1962) may still be valid if the storehouse sent out *all* of the 1¢ overprinted envelopes before any of the 2¢ envelopes. Depending on how the cartons were stored, this may well have happened.

While it cannot be determined whether postage was added to an envelope by a postal clerk or a patron, it would be interesting to know if A10 and/or A11 exist with a 1¢ stamp added, postmarked after January, 1959 as suggested by Mr. Unruh. The author requests any information or examples of A10 and/or A11 with added postage in this time period.

The date listed in the catalog also does not fit with the usages of S19p and S19pa. The card was only used for specific purposes by the Canal Zone Postal Service; the earliest use was May 16, 1961 and the latest was February 10, 1962. The form of the overprint indicates that all cards were overprinted at the same time; therefore, it is not possible for the overprinting to have been done in 1961.

**Recruit
A New Member!**

Book Review

by David L. Farnsworth

Notes on the Isthmus of Panama & Darien, also on the River St. Juan, Lakes of Nicaragua, etc., with Reference to a Railroad and Canal for joining the Atlantic and Pacific Oceans, with Original Maps and Plans by Captain George Peacock (Conway, NH: La Tienda el Quetzal, 1988, reprinted from the 1879 original published by W. Pollard, Exeter, England) (ISBN 0-913129-20-8), 96 + vi pages plus maps, paperbound, \$9.95

Captain Peacock surveyed portions of the Isthmus of Panama in 1831-1832 and 1842. From 1828 to 1840 he was a navigation officer in the Royal Navy and visited Panama on H.M. Corvette *Hya-cinth*. In 1842 he commanded the Pacific Steam Navigation Company's steamship *Chili*.

He suggested routes for a railroad and a canal, which are pictured on a foldout map and are close to those actually followed.

The title, however long, does not indicate all the contents. The meat of the book is on pages 1-20 and 80-84, and on some unnumbered pages containing four maps. The remaining pages are appointment letters, correspondence, testimonials, letters to the editor, memoirs of Peacock's family, and so forth. This 75% of the book is similar to a scrapbook of Captain Peacock. One biographical sketch ends "In carrying out the above-named explorations and surveys for the benefit of science during a period of over thirty-eight years, and in supporting his position in the Navy as an officer and a gentleman, Captain Peacock has expended over £2,500 of his own private fortune without getting remuneration or reward of any kind, from any source, either pecuniary or honorary."

The material in the book was prepared by Peacock to be sent to Ferdinand de Lesseps in 1879 for his enlightenment about Panama. One cannot help wondering what de Lesseps thought of the 75% which is biographical, if indeed he looked at the book at all. The biographical portions seem to be included as a resumé but go far beyond that. The remaining material may be fun to read, but I doubt that de Lesseps got any hard information from the book.

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Money Order Forms

by Jim Noll

In the early 1900s the issuance of Money Orders in both the United States and the Canal Zone required three major forms: An Application for Money Order; The Money Order; and its carbon copy, the Advice. The second two parts traveled separate paths to the paying post office, where they were matched to permit payment and usually backstamped by that office.

The data presented in this (and following) articles are derived from what appears to have been a dumpster acquisition of a variety of discarded post office forms. This article discusses Money Order Advice Forms only. Less than 100 forms have been studied, acquired by the author and others from CZSG sales; so these observations are probably incomplete and may not present the entire picture. [Editor: Money Order Business (M.O.B.) postal marking devices (not previously treated) will be discussed in another issue of CZP.] This article illustrates several types of Canal Zone Money Order Advice forms, with designs based on the U.S. forms of the period.

The first of these Money Order Advice forms, of which only a single example has been noted, overprinted the standard form currently in use in the United States. This form (Fig. 1) has a rubber stamp overprint "CANAL ZONE GOVERNMENT" with a bar obliterating the printed "U.S. POSTAL". The legend continues to complete the title "MONEY ORDER ADVICE". The town name (Cristobal) in red could have been printed locally or more probably in Washington and was used in October 1908. Since this is not the earliest date in the accumulation, it cannot be determined if this was the first type used or if it was a temporary expedient. The forms appear to be the usual U.S. variety. An example of the U.S. variety used in Oakland, California in 1910 is shown in Fig. 2.

The second type of Money Order Advice form noted (Figs. 3 and 4) omits the country name, "U.S. POSTAL", and has "CANAL ZONE GOVERNMENT" printed in red. Dates observed are from December 1907 through October 1908. These basic forms may have been produced in the U.S. for use on the Zone without the town names or numbers. It is not known if the red "CANAL ZONE GOVERNMENT" imprint as well as the town name were printed in the U.S. or added on the Zone. The variation in type fonts suggests that the town names, also in red, may have been added locally on the Zone.

Another unexplored area of study is the currency exchange required by the Money Orders addressed to foreign countries. Note that the Advice, Fig. 3, is to Plymouth, Montserrat; Fig. 4 is to Antigua, Leeward Islands. There was a postal convention to permit the transfer from

President's Report

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interest. Such members are a valuable part of the CZSG and should know that they are always welcome to participate as bidders or vendors if they should choose to do so. Our membership knows that the major reason that we are able to produce our handbooks and to distribute them free to members at the time of publication is from the proceeds from our Mail Sales.

But others have expressed a reluctance to participate because they have never bid in a Mail Sale or are unsure how to do so. For that reason, I will include with your catalogue, which should arrive in late August, a short description of how you can participate in our Mail Sale: how to send in bids, how your bids will be used, how you can find out more information about lots, and what happens to lots on which we receive no bids. Please look for this sheet with your Mail Sale catalogue and use it to help guide you through the bidding process. If you have not bid previously, please consider placing bids

using these instructions as a guide to the easy procedure it will describe. We need bidders and we need good, honest bids for the material our members are offering for sale. Clearly, the buyers and the sellers make it work; without either we would not have much of a sale.

Winners

by Bradley A. Baker

ROPEX 94, Rochester Philatelic Association, Rochester, NY, April 8-10, 1994. Gold to Raymond W. Ireson, "The Panama Canal Story".

TEXANEX 94, San Antonio Philatelic Association, San Antonio, TX, April 9-10, 1994. Reserve Grand, Gold, and AAPE Silver Pin to Paul F. Ammons, "Canal Zone Second (First Definitive) Air Mail Series, including Official Air Mail Stamps".

WESTPEX '94, Association for Western Philatelic Exhibitors, Inc., San Francisco, CA, April 29-May 1, 1994. Gold and Marcus White Award to Irwin J. Gibbs, "Canal Zone Postal Stationery 1907-1924".

Fig. 1. Type 1, CZG Overprinted Money Order Advice Form.

U.S. dollars in use in the C.Z. to foreign local currency.

This third type of Money Order Advice, and most common, observed in use from May 1909 at least through 1934 has the entire heading "CANAL ZONE GOVERNMENT/POSTAL MONEY ORDER/ADVICE" in black as a single impression. The town names and numbers are again in red and may have been printed locally. Note the difference in type fonts of the town names of the several examples shown, a practice also common in the United States. Fig. 5, dated September 1913, is from Cristobal (Station A). Fig. 6 is from Culebra, May 1909. One of the most unusual of all of these Advices is the example shown in Fig. 7, originally Fort Grant, with a rubber stamp overprint "FORTAMADOR". The date, July 1919, was 15 months after

the name change from Fort Grant to Fort Amador.

Typical Postal Money Orders, with attached receipts, are shown for the Canal Zone (Pedro Miguel, 1908, Fig. 8) and for the United States (Waynesboro, Pa., July 1910, Fig. 9). The only difference noted is "CANAL ZONE GOVERNMENT" rather than "UNITED STATES".

The question raised by the presence of the overprinted U.S. Advice form (Fig. 1) is: Were there other U.S. Money Order forms overprinted for use in the Canal Zone?

The author would like to hear from any other collectors who have an interest in Money Order material, particularly who might have information on the usage of Canal Zone overprinted U.S. Postal Money Order and Advice forms. Please contact Jim Noll at P.O. Box 3410, Escondido, CA 92033.

Oakland (Station 16), Cal. 5738

U.S. POSTAL MONEY ORDER THE POSTMASTER AT May 11 1911

ADVICE

WILL PAY ON CORRESPONDING ORDER One hundred DOLLARS CENTS

TO THE ORDER OF Mr. Frank Raymond

NAME OF REMITTER A. A. Beasley

THE MONEY ORDER ISSUED AT ABOVE NAMED OFFICE AND BEARING CORRESPONDING NUMBER AND DATE, MUST AGREE IN ALL ESSENTIAL PARTICULARS, SUCH AS AMOUNT, NAME OF PAYEE, ETC., WITH THIS ADVICE.

Fig. 2. Type 1, U.S. Advice Form.

Culebra 21925

CANAL ZONE GOVERNMENT POSTAL MONEY ORDER THE POSTMASTER AT

ADVICE

WILL PAY ON CORRESPONDING ORDER DOLLARS 11 CENTS

TO THE ORDER OF Samuel Lee

NAME OF REMITTER James Saly

THE MONEY ORDER ISSUED AT ABOVE NAMED OFFICE AND BEARING CORRESPONDING NUMBER AND DATE, MUST AGREE IN ALL ESSENTIAL PARTICULARS, SUCH AS AMOUNT, NAME OF PAYEE, ETC., WITH THIS ADVICE.

Fig. 3. Type 2, CZG (Red) Advice Form, Culebra.

Matachin 42016

CANAL ZONE GOVERNMENT POSTAL MONEY ORDER THE POSTMASTER AT July 2 1911

ADVICE

WILL PAY ON CORRESPONDING ORDER DOLLARS 11 CENTS

TO THE ORDER OF Mary A. B. Diddle

NAME OF REMITTER Samuel D. Hays

THE MONEY ORDER ISSUED AT ABOVE NAMED OFFICE AND BEARING CORRESPONDING NUMBER AND DATE, MUST AGREE IN ALL ESSENTIAL PARTICULARS, SUCH AS AMOUNT, NAME OF PAYEE, ETC., WITH THIS ADVICE.

Fig. 4. Type 2, CZG (Red) Advice Form, Matachin.

Cristobal (Sta. A), Canal Zone. 5441

CANAL ZONE GOVERNMENT POSTAL MONEY ORDER THE POSTMASTER AT SEP 24 1911

ADVICE

WILL PAY ON CORRESPONDING ORDER DOLLARS 15 CENTS

TO THE ORDER OF C. Wilson

NAME OF REMITTER W. P. Jones

THE MONEY ORDER ISSUED AT ABOVE NAMED OFFICE AND BEARING CORRESPONDING NUMBER AND DATE, MUST AGREE IN ALL ESSENTIAL PARTICULARS, SUCH AS AMOUNT, NAME OF PAYEE, ETC., WITH THIS ADVICE.

Fig. 5. Type 3, CZG (Black) Advice Form, Cristobal Sta. A.

CULEBRA, CANAL ZONE. 16373

CANAL ZONE GOVERNMENT POSTAL MONEY ORDER THE POSTMASTER AT Nov 7 1911

ADVICE

WILL PAY ON CORRESPONDING ORDER DOLLARS 4 CENTS

TO THE ORDER OF James Botom

NAME OF REMITTER James Botom

THE MONEY ORDER ISSUED AT ABOVE NAMED OFFICE AND BEARING CORRESPONDING NUMBER AND DATE, MUST AGREE IN ALL ESSENTIAL PARTICULARS, SUCH AS AMOUNT, NAME OF PAYEE, ETC., WITH THIS ADVICE.

Fig. 6. Type 3, CZG (Black) Advice Form, Culebra.

FORT AMADOR, C. Z. 6140

CANAL ZONE GOVERNMENT POSTAL MONEY ORDER THE POSTMASTER AT July 12 1911

ADVICE

WILL PAY ON CORRESPONDING ORDER DOLLARS 7 CENTS

TO THE ORDER OF Charles H. Arnold

NAME OF REMITTER George Taylor

THE MONEY ORDER ISSUED AT ABOVE NAMED OFFICE AND BEARING CORRESPONDING NUMBER AND DATE, MUST AGREE IN ALL ESSENTIAL PARTICULARS, SUCH AS AMOUNT, NAME OF PAYEE, ETC., WITH THIS ADVICE.

Fig. 7. Type 3, CZG (Black) Advice Form, Ft. Grant/Ft. Amador.

PEDRO MIGUEL, CANAL ZONE. 18937

CANAL ZONE GOVERNMENT POSTAL MONEY ORDER THE POSTMASTER AT

ADVICE

WILL PAY THE POSTAL SUM OF DOLLARS 50 CENTS

TO THE ORDER OF Rafael M. Garcia

NAME OF REMITTER J. E. D. Jones

RECEIVED PAYMENT.

THIS ORDER MUST BE PRESENTED IN AMOUNT AND OTHER PARTICULARS TO THE OFFICE OF BANK NUMBER AND DATE IN THE HANDS OF THE POSTMASTER AND MUST NOT BE DRAWN FOR A GREATER AMOUNT THAN ONE HUNDRED DOLLARS. ANY ERASURE OR ALTERATION RENDERS THIS ORDER VOID.

Fig. 8. CZG Money Order Form, Pedro Miguel.

Waynesboro, Pa. 51871

UNITED STATES POSTAL MONEY ORDER THE POSTMASTER AT 7-6-101

ADVICE

WILL PAY THE POSTAL SUM OF DOLLARS 12 CENTS

TO THE ORDER OF Curtis

NAME OF REMITTER W. E. Cantner

RECEIVED PAYMENT.

THIS ORDER MUST BE PRESENTED IN AMOUNT AND OTHER PARTICULARS TO THE OFFICE OF BANK NUMBER AND DATE IN THE HANDS OF THE POSTMASTER AND MUST NOT BE DRAWN FOR A GREATER AMOUNT THAN ONE HUNDRED DOLLARS. ANY ERASURE OR ALTERATION RENDERS THIS ORDER VOID.

Fig. 9. U.S. Money Order Form, Waynesboro, Pa.



Please ask for our Possessions price list
MOZIAN STAMP CO.
 "a name associated with philately since 1901"
 P.O. Box 125, Readington, NJ 08870

Elusive C.Z. ERRORS & VARIETIES — PART 2

#14b* ("CANAL ZONE" Inverted), Ex Fine, Full O.G., Lt.H., Exceptional Copy, '94 Scott Ret. \$325+ Net \$400
 Same*, Fine by V.F., Full O.G., Lt.H., '93PSE Cert. Net \$300
 #14* Vert pair with 2 Diff. Types of "8". V.F. to Superb, Full O.G., Top Lt.H. Bot. N.H. Net \$150
 #18a* ("ZONE" Antique Type) in Horiz Pair with #18*, Fine, slightly tropical O.G., '94 S.R. \$250 Net \$225
 #19b* ("ZONE" Antique Type), Ex Fine, Slightly Tropical O.G., Lt.H., '94 S.R. \$200+ Net \$225
 #19d* var ("PANAMA" 15mm long) in Vert. Pair with #19*. Fine to Ex Fine, slightly tropical O.G., '94 S.R. \$120 Net \$100
 #19d* ("PANAMA" Reading Up & Down) in Vert. Pair with #19d* var ("P NAMA"), Just Fine by Fine, slightly Trop. O.G. '94 S.R. \$180 Net \$135
 #19* var (Broken "Z", Ex. Fine, Fresh O.G., Lt.H. Net \$50
 #19b* ("ZONE" Antique Type) U.R. stamp in Blk 4 of #19*, Extra fine, slightly trop. O.G., N.H. '94 S.R. \$350+ Net \$275
 #19 var* (Inverted "M" in PANAMA"), L.R. STAMP IN BLK 4 OF #19a. Mostly V.F., slightly Trop O.G., '94 S.R. \$200+ ... Net \$165
 #20a* ("CANAL" Antique Type), Fine to V.F., Full O.G., Very Lt.H., '94 S.R. \$200+ Net \$200
 #20* var ("L" Antique Type) U.R. stamp in Blk 4 of #20*, Ex. Fine O.G., N.H., Est. S.R. \$250+ Net \$175
 #20d* var ("PANAMA" Reading Up) U.L. stamp in Blk 4 of #20*. Mostly Ex.F., slightly Trop. O.G., '94 S.R. \$230+ Net \$190
 #20b* ("ZONE" Antique Type) U.L. stamp in Blk 4 of #20. Several nibbed perfs, mostly V.F., slightly Trop. O.G., '94 S.R. \$330 Net \$225
 #20b* (Same) L.L. stamp in Blk 4 of #20*. Fine to V.F., slightly Tropical O.G. Net \$240
 #22g ("Z" missing from "ZONE"). Ex.F., O.G., Lt.H., '94 S.R. \$80+ Net \$76
 #22a* (Imperf Between Horiz. Pair), Superb, Fresh O.G., Very Lt.H., Beauty! Only 50 Known, with '93 P.F.C. for Blk of 4, '94 S.R. \$1600+ Net \$1350
 #22c* (VERT PAIR IMPERF HORIZ). S.E. at top, medium cancel, creases. Very rare used. P.S.E. Cert. '94 S.R. \$1750 Net \$850

What else do you need in C.Z. Errors and Varieties?

Satisfaction or Immediate Refund.
 Gladly Sent on Approval With References.
 Installment Payment Terms if Desired
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Jack E. Molesworth, Inc.

APS	88 Beacon Street	CZSG
CSA	Boston, MA 02108	ARA
BIA	Phone (617) 523-2522	EPS

Canal Zone Study Group 1993 Financial Statement

Income:	1993 dues:	Regular	\$5,106	
		Contributing, Sustaining	4,352	\$9,458
Sales:	Books: <i>Canal Zone Stamps</i>	638		
		<i>C.Z. Postal Markings 2nd ed.</i>	304	
		Other publications	66	
		Advertising - CZP	360	1,368
	Interest on NOW account			1,295
	Mail Sale proceeds (Note)			2,363
				14,484
Expenses:	CZP printing, postage, editorial	3,980		
	Membership, publicity, administration	1,000		
	Miscellaneous	434		
	Total revenue			(5,414)
	Revenue over expenses for the year 1993			9,070
Net Assets:	1 January 1993			52,712
	31 December 1993: Cash in NOW account	\$68,290		
	Less: 1994 dues received in advance	(6,508)		\$61,782

As of December 31, there were no outstanding unpaid bills.
 Dues are reported as income in the year to which they relate.
 Proceeds from the mail sale are reported as income in the year the sale is held.

Note: Mail Sale No. 22 results:

Lots sold	\$73,561	
Less payment to sellers	(66,205)	
Net (10%) to CZSG		\$7,356
Expenses:		
Printing	3,072	
Postage	1,419	
Other	502	(4,993)
Net proceeds to CZSG (above)		\$2,363

Richard F. Larkin, Treasurer